



NTSB National Transportation Safety Board

Office of Aviation Safety



**US Airways
Flight 1549
Ditching on
the Hudson River
January 15, 2009**

Mark George
Wildlife Factors

Identification of Biological Remains

- Smithsonian Institute Feather Lab
 - DNA and feather analysis: migratory Canada geese



Improbable Bird Strike

- Higher and farther from airport
 - 94% at or below 150 ft
- Season with fewest strikes
 - January is second lowest month for strikes
- Two engines damaged
 - One engine damaged - 30 times more likely
- Migratory birds
 - Resident birds more numerous

Airport Responsibility

- Part 139.337 – wildlife hazard assessment (WHA), required if:
 - Multiple strikes have occurred
 - Damaging strike occurs
 - Engine ingestion
 - Hazardous wildlife is observed on or near the airport
- LGA had a WHA and Wildlife Hazard Management Plan (WHMP)

Airport Responsibility

- Inside the perimeter fence
 - Hazardous species are:
 - Physically removed
 - Harassed from the area
- Limited off-airport mitigation
- US Airways 1549 strike occurred beyond LGA's area of responsibility

Airport Responsibility

- 94% of wildlife strikes occur below 150 feet above ground level
- On-airport mitigation has best chance of reducing strikes
- Currently, about half of Part 139 airports
 - Have not had a WHA
 - Do not have a WHMP

Research Activities

- Birds not suicidal (Dolbeer)
- Airplane-based systems
 - Aircraft lighting
 - Pulse lights
 - Lasers
 - Weather radar
- USDA and FAA collaboration



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